

RUSSIAN VLADIVOSTOK FLEET DEFEATED IN BIG BATTLE

The Chefoo Incident

Official Statements of Ryeschiteln's Selzur Issued by Both Parties.

As Russian Failed to Leave Port In Time Japs Demanded Surrender.

Fight Ensued on Board as Commander Ordered Craft Blown Up.

Tokio, Aug. 14.—(3 p. m.)—The navy department has issued the following statement covering the Chefoo incident: "According to reports received to date the Asashivo and Kasumi belonging to the first destroyer flotilla, were despatched in search of the enemy's ships scattered during the engagement on the night of August 10th. They found a vessel resembling one of the enemy's destroyers and gave chase, but lost her in the darkness."

"Continuing the search they discovered that she had entered the port of Chefoo."

"The Japanese ships waited outside the port, but the Russian failed to leave."

"Capt. Fujimoto, anticipating its escape during the night if possible to attack merchant vessels, entered Chefoo with two destroyers and found the Russian destroyer Ryeschiteln remaining undamaged."

"Lieut. Tarashima was then sent to the Russian vessel with a message to the effect that the Japanese commander expected him to leave by dawn or surrender."

"The Russian commander refused to comply with either demand, and while the conference was still going on he was heard instructing his men to blow up the ship."

"At the same time he caught hold of Lieut. Tarashima and threw him overboard."

"Our interpreter was next thrown

overboard by some Russian sailors, and others among the sailors showed signs of resistance."

"While this was progressing the forward magazine exploded, killing one and mortally injuring four of our men. We then captured the destroyer and released, Lieut. Tarashima and ten others were wounded."

THE RUSSIAN VERSION.

St. Petersburg, Aug. 14.—The Emperor has received the following telegram from Captain Shostakovskiy, commander of the Russian torpedo boat destroyer Ryeschiteln:

"On August 11th I arrived at Chefoo from Port Arthur with the Ryeschiteln bearing important despatches, having effected a passage through two blockading lines."

"According to orders, I disarmed the ship and lowered my flag."

"On the early morning of the 12th I was practically attacked by the Japanese who had approached with two torpedo boats and a cruiser, and who sent a party under a officer, though he entered into poor powder. Not having arms to resist I ordered the making of preparations to blow up my ship."

"When the Japanese began to hoist their flag I insulted the Japanese officer by striking him and throwing him into the water. I then ordered my crew to throw the enemy into the sea."

"Our resistance, however, proved unavailing and the Japanese took possession of the boat."

"Explosions occurred in the engine room and in the forepart of the vessel, but it did not sink and was taken from the port by the Japanese."

"My officers and crew were been saved, with the exception of an engineer and a stoker. Four others were slightly wounded."

"Ensign Petroff, who resisted the hoisting of the Japanese flag received a severe blow in the chest with the butt end of a musket, causing an internal hemorrhage. I received a wound in the right thigh from a bullet, which has not yet been extracted."

"The conduct of the officers and crew was above all praise."

St. Petersburg, Aug. 14.—The Emperor has received the following telegram from Viceroy Alexieff, dated August 13th: "Supplementing my telegram of August 12th our consul reports that while he was conferring with the Tao Tai regarding the temporary stay of the Ryeschiteln to repair her engines there the commander of the boat, acting under instructions from Rear Admiral Grigovitch, owing to the defective condition of the engines, entered into negotiations with the Chinese Admiral concerning the disengagement of the Ryeschiteln and handed him the breechblocks of the guns and the rifles and lowered his ensign and pennant."

"After the Japanese attack the crew was picked up by a boat belonging to a Chinese cruiser and other boats in the harbor."

"Out of the Ryeschiteln's crew of 47, four are missing. The commander was seriously but not mortally wounded by a bullet in the thigh and was removed with Ensign Petroff to the French missionary hospital."

FRANCE'S POSITION.

London, Aug. 14.—Information reaching here from Paris is to the effect that the foreign office is not yet able to state the position which France will take up regarding the seizure of the Russian torpedo boat destroyer Ryeschiteln at Chefoo by Japanese ships. It is pointed out that the matter is one between Russia and Japan in which France is not directly interested. Should Russia protest against the seizure, France will act as an intermediary in accordance with the agreement by which she is charged with the care of Russian interests.

Kamimura Grapples With Skrydloff And Scores a Complete Victory--Cruiser Rurik Sunk and the Gromoboi and Rossia Damaged Very Severely--Great Rejoicing in Tokio

TOKIO Aug. 14, 4 p.m.—Vice-Admiral Kamimura encountered the Russian Vladivostok squadron at dawn today, north of Tsu Island, in the Straits of Korea and attacked the enemy at once.

The battle lasted for five hours and resulted in a complete Japanese victory.

The Russian cruiser Rurik was sunk and the cruisers Rossia and Gromoboi fled to the northward after having sustained damage.

Vice-Admiral Kamimura cables to the navy department that the injuries inflicted upon our vessels were light.

The fate of the crew of the Rurik is not known. It is presumed that many of them were killed or drowned.

The strength of the fleet under Vice-Admiral Kamimura is not known, but it is presumed that he had the Adsuma, Idsumo, Iwate, Takashino an other light cruisers.

Tokio is joyous over the news as it gives Japan mastery of the sea and restores commerce.

BRITISH SHIP SEARCHED.

Plymouth, England, Aug. 15.—The steamer Oceanus, from London, reports that a Russian cruiser stopped and examined the British steamer Godfray on August 11th, near Sagres. She was then allowed to proceed.

NOT YET DISARMED.

Shanghai, Aug. 14.—The forty-eight hours granted the Russian torpedo boat destroyer Grozovoye expired at 2 o'clock this evening. At that hour she had not disarmed. The Tao Tai of Shanghai has repeated his demand that the vessel leave or disarm.

The wounded men from the Russian cruiser Askold were brought to the Shanghai American hospital today.

The hospital ship Mongolia, which left Port Arthur August 10th with women and children on board, has not been spoken.

The steamer Gaelic has sighted the Russian cruiser Novik between Shanghai and Nagasaki, proceeding south.

GROUND TO PIECES UNDER CAR WHEELS.

William Woods Falls From an Extension Train And Is Killed.

The body of William Woods, an employee at the Extension mines, was found on the track between Ladysmith and Extension shortly after midnight on Saturday by the returning miners' train. Deceased was on the shift leaving Ladysmith at 10 p. m., but was not missed until the arrival of the train at its destination, and how the accident happened is a mystery.

The body of Woods was discovered on the track by the returning train. While keeping a sharp lookout, the engineer descried an object on the track, and on coming to a standstill the body of the unfortunate man was found in such a mangled condition that at first sight in the darkness of the night it could not be made out as to whether it was the body of a man or an animal.

Woods was an exceedingly popular man and was known and liked by all and it is supposed that in attempting to reach the end of the engine he must have gotten off and fell between the engine and the tender, the entire train passing over him where he fell.

Deceased was a thoroughly reliable man and held the esteem of his employers, having been in their service for some time. He leaves a wife and two children besides his father and three sisters to mourn his untimely end. The body was brought to this city on the evening train yesterday and due notice of the funeral will be given.

MRS. MAYBRICK.

En Route to America on Board Red Star Liner Vandal.

London, Aug. 14.—Mrs. Florence Maybrick is on board the Red Star liner Vandal which sailed from Antwerp yesterday, under the name of Miss Rose Ingram. She is accompanied by her attorney, Mr. Hayden, who arranged the details of her departure.

Mrs. Maybrick arrived in Paris Friday, and was met by Percy Barnard, of New York. She spent the night at a hotel with Mr. Hayden and his wife and the party boarded the Vandal at Antwerp yesterday.

On her arrival at New York, Mrs. Maybrick will be the guest of Dr. Denmore.

Mrs. Maybrick's mother, the Baroness DeRouges, intends to follow her daughter shortly.

QUIET AT LIAOYANG.

Japs Turning All Their Attention Towards Port Arthur.

Liaoyang, Aug. 13.—Delayed in transmission—All is quiet on the eastern front. Apparently the Japanese are not attempting any further advance on Liaoyang, but are turning all their attention to Port Arthur, concerning which there is considerable uneasiness here.

Reports are coming in of several land attacks on Port Arthur during the last few days. It was stated on August 10th the Japanese had before Port Arthur 100,000 men and 450 guns, of which 40,000 were in reserve.

Whether Port Arthur stands or falls it will cost the Japanese enormously. It is estimated that they will lose 30,000 men if they take the fortress, but if they do take it, it will be serious for the Russian army, as it will result in the releasing of a majority of the Japanese southern force for an advance on Liaoyang. Russian advices from Port Arthur say that the garrison is ready to be annihilated before surrendering.

TOGO'S LISK OF THE DEAD AND WOUNDED.

Casualties of the Japanese In The Battle With Port Arthur Fleet.

Tokio, Aug. 14.—(3 p. m.)—The following are the casualties sustained by the Japanese in the action of August 10th: On board the battleship Mikasa, Admiral Togo's flagship, 29 men were severely wounded and 4 officers and 29 men slightly wounded, while the armored cruiser Nissin two officers and nine men were killed and two others were wounded on the armored cruiser Kasuga. The torpedo boat destroyer Asagiri had two men killed. On board the torpedo boat No. 35 eight men were killed and wounded.

Now For Fortress

Reported The Mikado Says Port Arthur Must be Taken At Any Cost.

Twelve Japanese Regiments to Leave North to Assist in Final Assault.

Rain Has Stopped all Operations in the Vicinity of Liaoyang.

St. Petersburg, Aug. 15.—The Bourse Gazette has received the following from its Liaoyang correspondent: "Twelve Japanese regiments have left in the direction of Port Arthur."

"It is stated on trustworthy authority that the Mikado has ordered that Port Arthur must be taken at any cost, even if it necessitates the suspension of operations in Manchuria, and it is quite possible that the main Japanese force will proceed to Port Arthur within a few days. Rain has stopped all operations."

A despatch from Mukden states that the Japanese Port Arthur army has been largely reinforced and has taken up a position in two large bodies, one on the heights between Lungwingtiao and Pigeon bay and the other on the hills near Louisia bay. Guns have also been placed on the heights east of Wolf hill.

CHEFOO HEARS NEWS.

Chefoo, Aug. 14.—The reports that the cruiser Rurik was sunk in the engagement with the Japanese fleet and that two other Russian warships escaped, has been authoritatively confirmed.

AN ARMSTICE.

Chefoo, Aug. 15.—(1 a. m.)—A Chinese junk just arrived, reports that the Russians and Japanese at Port Arthur agreed to a short armistice on August 12th.

TORPEDOES' GREAT WORK.

Russians Marvel at Japs' Bravery With Small Craft.

St. Petersburg, Aug. 14.—(3:30 p. m.)—A Russian account of the last naval battle between the Japanese and the Russian fleets indicate that the Japanese torpedo boats sustained their previous reputation for daring by making an attack upon squadrons in battle formation and admits the effectiveness of these frail, daring craft, which seriously impeded the movements of the Russian fleet.

The official report that the battleship Czarevitch turned to try to go in the direction of Vladivostok arouses some comment. Assuming that the battle was off the Nantung peninsula, the turning of the Czarevitch to go towards Vladivostok would most probably indicate that the remainder of the squadron was going back in the direction of Port Arthur.

The report that the day after the battle four Russian battleships were sighted off Shantung makes it possible that the battle occurred farther south in the Yellow sea than the report of Captain Maussevitch indicates, and when the Czarevitch "lost sight of the remainder of the squadron" the Russian fleet was actually proceeding south.

This opens an interesting question as to the ultimate destination of the remaining battleships.

The fact that the ruinous nature of the blow to the Russian fleet was largely due to the feeling of comradeship which prompted the squadron to halt for the purpose of protecting the disabled Czarevitch, is viewed with grim satisfaction, and regret is mingled with admiration for the brother officers who threw away their escape rather than desert the fleet.

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WILL RETURN BOAT.

London, Aug. 15.—The Chefoo correspondent of the Daily Telegraph, under date of August 13th, says: "Admiral Saiz is promised to return the Ryeschiteln today."

EVADED TIME LIMIT.

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The Peking correspondent of the Times says that the escape of the Russian men of war to Tsingehou causes no surprise in the Chinese capital. It has long been believed, rightly or wrongly, he says, that a secret understanding existed between Russia and Germany providing for this contingency.



TOKIO DELIRIOUS WITH JOY

Tokio, Aug. 14.—Flags are flying, lanterns are glimmering and cries of "Banzai" are ringing in the streets of Tokio tonight in honor of the victories gained at sea by Admiral Togo and Vice-Admiral Kamimura.

Underneath the jollity of the populace lies a feeling of satisfaction and gratification at the disposal of a relatively serious problem of the war.

The Russian squadron which confronted Admiral Togo refused battle. It was stronger than Admiral Togo's squadron in battleships and armored cruisers, and had it elected to fight, the result might have altered the fortunes of war. The strength of the squadron which opposed Admiral Togo compelled him to draw vessels from the squadron under Vice Admiral Kamimura, and this left the Japanese powerless to proceed against the Russian Vladivostok squadron and unable to prevent the raids of these vessels.

The raid conducted by the Vlad

The Colonist.

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TO TRAVELERS.

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Hotel Northern, do.
Sutton & Co., Yesler Way and
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W. Ellis, News Stand.
J. R. Justice, 210 Columbia.

OUR NATIVE RACES.

Lo, the poor Indian! whose untutor'd
mind
Sees God in clouds, or hears him in
the wind.

—Pope's Essay on Man.

In our Supplement of today we give another article from the Lewis and Clark Journal, to the editor of which we are also indebted for the very excellent illustrations which accompany the article. They are from photographs of the very highest class, which have been taken with a scientific object from which point of view they are as interesting as they are artistic in effect. The article by Miss Metcalfe is one of the best and most comprehensive on the subject we have seen in a long list of short articles. She rightly refers to the mystery which surrounds the origin of the North American Indians. A great many theories have been advanced regarding them. We do not know that any writer of note has seriously considered the Indian to be an autochthonous, or product of American soil; but almost every other source has been attributed to him. Some think that the Iroquois, owing to the fact that some words of Indian origin resembled some words of the Basque language in Southern France and Northern Spain, were descended from the people of the Pyrenees; but the parallels shown to exist are thought to be accidental coincidences, though as the origin of the Basque races is in itself shrouded in much doubt they may have been one of the western races of Europe with whom in the immeasurable long ago the American Indians were allied.

Miss Metcalfe considers that the Indians were in America during the glacial period, and were driven to the narrow isthmus of Panama, from which they again spread to the northward. How long it has been since the ice age is purely a matter of speculation. Geologists do not agree on it. It was certainly a very long time in the past, possibly hundreds of thousands of years; and how long before that America was segregated from Europe by the submersion of the continent of Atlantis is equally uncertain. In any event the red man of America has been long enough alone on the continent to have developed into a distinct race, and to have had his language so modified that it bears but little resemblance to any other known language of the world.

All are familiar with the theory that the Mandans were the descendants of a Welsh colony supposed to have been planted long ago in America. The Mandans were a tribe at the time of Lewis and Clark limited in number, but bearing marks of evident superiority over neighboring tribes. Physical and mental traits have been accepted as models for states of perfect men. Their color, too, was much lighter than the Blackfeet, who were their nearest neighbors. A missionary among them named Jones discovered many words that he considered of distinctly Welsh origin. Another writer taught that the Indians were the descendants of the lost Ten Tribes of Israel. There are also theories that the Indians are Mongolian, Tatarian, Malayan, etc., etc. For some time it was held as almost indisputable that the Indians of the Pacific Coast were descended from the Japanese, or Chinese, or both. This was a conclusion largely based on physical resemblance. It was thought, and is still held by some good authorities, that there were series of migrations from the Northwest coast of Asia by way of Behring Sea which gradually filled up the whole Pacific slope from the Arctic circle to at least as far as the isthmus of Panama. There are also traditions of very early incursions of Asiatic tribes, and some refer to Chinese jinshu and other testamentary documents in support of an Asiatic origin. So far, however, as anything definite has been ascertained, it is quite as probable that the western tribes of Asia sprang from the American Indian and migrated by way of Behring Straits from this coast.

In regard to the striking likeness which the Haida Indians, for instance, bear to the Japanese, which has been so often remarked, there may have been local intercourse and intermarriage at some time through the accidental wreckage of Japanese or Chinese vessels on the west coast or by the planting of a colony here of Mongolians who finally were merged into the native races. Without records of the past it is impossible to say to what extent communication may have taken place in prehistoric time.

Apart from any such physical resemblance there are circumstances of environment that could account for a distinctive type of Indians on the coast of British Columbia. Comparing the two Swains, the plain Indian, he is short and thickset, while the latter is tall and lithe of frame. The Siwash has short legs and large trunk development. This peculiar form he may have developed through sitting much in a canoe, which is to him what the horse is to his prairie cousin. The latter had to roam long distances in pursuit of game. He is a hunter by instinct. The former was prevented by almost impenetrable undergrowth from taking to the woods. The canoe was his means of transport, and fish his staple diet.

The question has often been asked as to who were the mound-builders, that race of men who have left the traces of an apparently extinct civilization from the Souris Hills to the Gulf of Mexico. Were they a race, now extinct, that fell before the inroads of the present Indians, or is mound-building a lost art? Were the mound-builders the original inhabitants of America? These questions will probably never be satisfactorily answered. The thing that scientists are most anxious particularly devoting their attention to is the derivation of the relics of an existing race, but a race which is evidently doomed to extinction at an early date, so that long after the red man has become simply a memory in the land, generations of white people yet unborn may be able to know what manner of man he was.

THE CASE OF BISHOP POTTER.

The whole of the United States is more or less perturbed by a discussion which has arisen over the effort of Bishop Potter to establish in New York a "model saloon," something after the "Earl Grey public house" in England. We have been familiar for some time with the views of Bishop Potter on the subject of the saloon, which he regards in the great majority of instances as the "poor man's club." He argues that the rich man has his club, and the ordinary well-to-do man his family and his home, while the poor man, even if he be married, has little of the comforts of life. Man is a gregarious and a social animal, and will, like all other animals, herd with other men in some places and fashion. It is his instinct to meet his fellow and gossip over a cup of tea or a glass of grog. It is to adapt modern conditions to this instinct in the human breast, which Bishop Potter thinks it is impossible to successfully legislate against that he has gone in for a saloon. The type of saloon is one which, while satisfying the cravings for fellowship, will be free, he hopes, from the influences which make ordinary saloon life dangerous and objectionable. To that end he became a patron of a new kind of drinking place, a sort of tavern. The influences of graft are removed, and the bartender is a Christian gentleman, who offers the minimum of temptation to his customers. Nothing but the very purest of liquors are sold. No one is encouraged to drink them, and other, non-intoxicating liquid refreshments are provided in ample quantity. In other words, the same kind of influences are sought to be thrown about the saloon as are incident to home life where alcoholic beverages are not excluded. Naturally, the action of a clergyman, who has been very prominent in church work and social reforms, in giving his official sanction to drinking in a public house has drawn down on his head the condemnation of a large number of his brethren in orders, and of a large section of church workers who sympathize with prohibition.

There is, especially in the evangelical sections of the Christian church, a considerable element that has always given a very literal interpretation to the precepts of the Bible, and when we are commanded to avoid the very appearance of evil that is construed so as to allow no loophole of escape. The line by some men is drawn so tightly in moral and religious matters that there is absolutely no room for compromise. In the days when alcoholic liquors began during an evangelic wave to be driven from the home it was the effect of literalism. Holy Writ says that no drunkard shall inherit the kingdom of heaven. Literally a drunkard is one who drinks. Ergo, no one who drinks can be saved. This represents the mode of reasoning of the literalist, who becomes a prohibitionist perforce. A very large number of very good men disagree with this view of the case, and believe in the exercise of personal freedom in the matter of what we shall eat and drink. Some of these believe that it was actually the moral suppression of liberty of drinking in the home that brought the saloon and public house, which, free from the restraining influences of home life, became a curse to the nation. These are all matters of opinion, and we do not suppose the time will ever come when we shall all think alike on any subject. Bishop Potter evidently takes the practical view of minimizing the evils of the public house by increasing their respectability and diminishing the temptations to frequent them for pure drinking purposes. He has no doubt been encouraged by the Earl Grey experiment to which reference has already been made. An exchange says that the model saloon has reached the experimental stage in the larger cities of England where, under the patronage of Earl Grey, assisted by men of highest standing in English philanthropy and public life, their establishment is based upon the recognition of indisputable though disagreeable fact. The saloon, or public house, serves as a club for certain classes. Unscrupulous cupidity takes advantage of this patronage in the sale of vile but profitable adulterations, and the introduction of degrading accessories and forms of entertainment from which spring most baneful influences."

On the other hand, equally well-meaning persons see a few advantages in recognizing the drinking habits which should have countenance in not the smallest degree or in any form. Between these two views agreement seems impossible. It is only when through educational efforts the great mass of the public come to one side or the other will a governmental policy of some kind be adopted as a remedy of the drinking evil. Perhaps dogma stands too much in the way of reconciliation of views. Temperance in schools is taught too much from the dogmatic and too little from the physical point of view. Medical science is pretty well agreed that, whatever may be the theological aspect of the case, little need be done to restrain it from arising from the use of alcoholic beverages and in that the majority of cases it is harmful in proportion to the extent of use. The same might be said of tobacco, tea, coffee and many other stimulants, the use of which has become incorporated into the customs of the people.

It will probably be conceded that the evils of the saloon, and many other places of popular resort, arise from the lack of a proper home life, which is being more and more neglected as the safety valve or social organization. The boy or girl brought up to regard the saloon as a place of enjoyment and pleasantness recollects in which many forms of amusement, innocent in themselves, have not been banished because of the evils attending them elsewhere, seldom goes wrong in the big world into which he or she emerges in after life. Too many "clubs," institutions and organizations, philanthropic, "useful" and otherwise, of the present day tend to draw people away from the home, which becomes a sleeping and eating place rather than what it ought to be—the paradise of life. If the home be dull and uninteresting, so to roofed over with restrictions as to exclude the sunlight of life its inhabitants will go beyond it to seek environments to which the world caters in the spirit of sordid commercialism.

THE LE ROI MINE.

For the information of our readers we reproduce in another column a letter written to the New York Engineering and Mining Journal by Mr. S. F. Parrish, late general manager of the Le Roi Mining Company, explaining his position in regard to the Le Roi mine. Rossland, concerning which such alarming statements were made a few weeks ago. There is probably no mine in British Columbia as that, which, during recent years, British investors expected more from the Le Roi, and none has disappointed them to the same extent. The fault does not appear to lie with the mine so much as with the members of the directorate in London, more particularly in what Mr. Parrish characterizes as their "pernicious custom" of giving shareholders monthly statement

of the estimated value of the mine product. Prized with this information some of the shareholders seem to be in the habit of dabbling in stock-jobbing, and should the actual value recovered from the mine product fall short of the estimate, as, for reasons stated by Mr. Parrish, it has sometimes done, the amateur stock-jobbers now and again find themselves losers instead of gainers. The reputation of the mine, and incidentally that of mining in British Columbia, consequently suffers. So long as British company management is bound by such a rule, whether it be large or small scale, this Province, or that matter any other mining country it touches, must be prejudicially affected by the consequences when that is lost to the share gamblers.

Mr. Parrish claims, in short, that he took charge of the Le Roi when his predecessor regarded it as about worked out; that he instituted a vigorous policy of prospecting at deep levels with such marked success that when he retired from the general management a few years ago there was as much ore in sight as in previous any previous year. The later sampling, which gave \$8.15 per ton as the value of the ore in the mine, was not a fair one. He also states that the unreliability of the sampler in use at the mine had long been known to the directors, yet they took no action, but he himself met the situation by purchasing and installing a reliable sampler. If his version of the facts of the case is to be depended upon—and no one with an intimate knowledge of the man will be disposed to doubt it—it is then the mine has been made out to be of less value than it really is, and the late manager has been made to suffer in reputation undeservedly.

The South China Morning Post devotes considerable space to the Dunonald incident quoting at length from the Colonist editorials on the subject. It remarks: "It is safe to say that the opinion of the British Columbian paper is the opinion of all even-thinking men who have the interests of volunteer armies at heart. Politics have ruined many similar organizations before now; it is to be hoped that the Canadian militia may have a better fate."

The action of the Provincial Government in entering action against J. H. Todd & Son, salmon cannery, for trespass and general damages, and issuing an injunction to restrain them from further operations of their traps at East Sooke, it will be generally understood is not for the purpose of interfering with that firm in developing an industry at that point, but for the purpose of determining the rights of the Province with reference to the foreshores. The federal government will naturally defend the cannery's right to operate under a license issued under its authority, and in the due course of events, the question of jurisdiction will find its way to the judicial committee of the Privy Council. In the meantime the defendants will be allowed to carry on without molestation. The industry is one the Provincial Government, with all others on this island, will be pleased to see a success in the hands of the defendants.

LETTERS TO THE EDITOR.

STATE OF EDMONTON ROAD.

Str—Some months since the residents and property owners of this road sent in petition to the City Council complaining that they were obliged to pay thousands of dollars in taxes for some ten years on the work done on the road and sidewalks amounted to almost nothing. There is not sidewalk the greater part of the distance, and the road is so deep in dust in summer and mud in winter, that an unwise pedestrian venturing onto the road would be likely to slip and fall "memory dear." A small sum of money has not been expended, and the only sign of work is a few piles of old boards taken up from some favored locality, and carefully dumped. Eliminate road, to prevent people of the district leaving, fatigued, Council and Mayor, just as though they had any faith left in councils and mayors after ten years' neglect.

"Ye City Gods! bestir yourselves at last!

EDMONTON ROAD.

LESSONS OF THE FIRE.

Str—In your editorial of the 10th inst. under the heading "Safety," is the cedar shingle a safe covering? It is difficult to find a material as cheap as the cedar shingle for use as a roof covering, but the danger to which wooden houses are exposed by external fires would be avoided if manufacturers of fire-proof coverings are allowed to sell interest, they should hasten to make the facts known through your advertising columns; but may I say this, we have in the market local slate, metallic shingles, tinned and galvanized iron and several special papers, the cost of which would not add more than from one to two cents to the total cost of the average house. No doubt, our local blacksmiths could turn out a good roofing tile if a market was assured. I notice that one of the mills on Rock Bay has already adopted this method and that an adjacent factory is about to do the same. Dangerous shingles and fire-proof paper. The old shingle roof in Victoria safe from a lightning spark. Would it not be better to protect ourselves and be safe against this ever-present danger, rather than to raise a dismal howl and blame others for not having water to quench the flames when one roof is on fire? Nature's first law, and the safety of a community demands that individuals should be compelled to protect themselves so that others may not suffer for their carelessness.

We want more water available for the suppression of fires, in the ditches, and also to abate the dust nuisance. We have an unlimited supply of salt water that could, at comparatively small expense, be laid in as far as Government street, supplied at adequate pressure by the hydrants. The prevention of the spread of fire and its efficient suppression are matters of extreme urgency at this season, and should be dealt with by the council at once.

THOS. C. SORRY,
August 13, 1904.

RAJAH BROOKE.

Sir Charles Brooke, the only Englishman who can boast of being an Asiatic monarch and whose sovereignty over the state of Sarawak in the Island of Borneo, with a population of nearly a million, is recognized by the world as subject to British suzerainty, has just issued a proclamation appointing his eldest son and heir, Vyner Brooke, to act as statholder and viceroy of Sarawak. Sir Charles expressly declares that he does not alienate his dominions, but transfers the task of administering the government of his suzerainty to his eldest son, who bears the title of Rajah Muda. He will henceforth be entitled to use the swallow-tail flag of the sovereign on his own standard, and likewise the yellow umbrella, which is in Sarawak the emblem of rulership.

THE UNEMPLOYED PROBLEM.

Englands says that over 5,000 members of the Associated Society of Engineers and Mining Journal by Mr. S. F. Parrish, late general manager of the Le Roi Mining Company, explaining his position in regard to the Le Roi mine. Rossland, concerning which such alarming statements were made a few weeks ago. There is probably no mine in British Columbia as that, which, during recent years, British investors expected more from the Le Roi, and none has disappointed them to the same extent. The fault does not appear to lie with the mine so much as with the members of the directorate in London, more particularly in what Mr. Parrish characterizes as their "pernicious custom" of giving shareholders monthly statement

Settling Down Again

Coming back from a vacation in which the spirit of freedom and the joys of plenty prevail, there's so much to be done and things get neglected. When you do find time to think of yourself and your appearance, don't you think that it will improve your complexion and soften your hands if you use Shetholt's Cucumber Cream? We guarantee it to be the best Toilet Preparation of its kind on the market, and it is so harmless that a child may use it. Husbands use it after shaving, wives and daughters cannot afford to miss it from the toilet table. Try a twenty-five cent bottle.

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